

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

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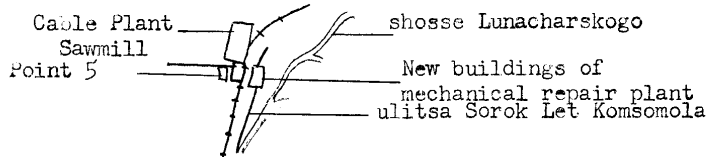
COUNTRY	USSR (Uzbek SSR)	REPORT	
SUBJECT	Tashirmash Plant and the Mechanical Repair Plant in Tashkent ( <i>wages, manpower, safety, air raid shelters, &amp; hydro-electric power plant</i> )	DATE DISTR.	19 May 1960
		NO. PAGES	2
		REFERENCES	RD
DATE OF INFO.			
PLACE & DATE ACQ.			

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. [ ] the mechanical repair plant as shown [ ] is incompletely located. Sketched below is [ ] location of the plant. Before 1953 the plant consisted of just one building, a garage, located west of the rail tracks. The new buildings were built on the other side of the tracks, opposite the southeast corner of the cable plant and across from the sawmill. The original building (point 5) was still being used as the vehicle repair shop and was part of the plant. The road connecting the old and new sections of the plant went through the cable plant.



2. The following reports on the Tashirmash Plant and the mechanical repair plant in Tashkent [ ]

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Attachment 1: [ ] report on the Tashirmash Plant in Tashkent giving data on items produced, salaries, leave, security, etc., with two sketches of the plant and plant area.<sup>2</sup>

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)																


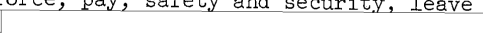
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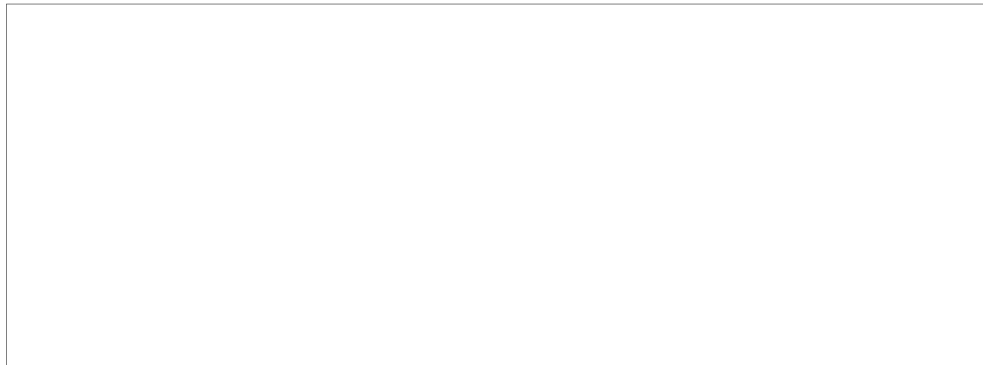
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Attachment 2:  report on the mechanical repair plant in Tashkent giving data on the plant, labor force, pay, safety and security, leave and an air-raid shelter with an overlay 

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 scale 1:25,000 locating a few points near the plant and a sketch and legend of the plant area.

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COUNTRY USSR (Uzbek SSR)

REPORT

SUBJECT Tashirmash

DATE DISTR.

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1.

Tashirmash was located on Ulitsa Krasnykh Partizan in the Kirovskiy Rayon (Taktapul) of Tashkent and was adjacent to the machine manufacturing plant of the Ministry of Railways (MPS plant). Tashirmash was a subsidiary of the Excavator Plant located in the northeast sector of Tashkent.

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2. Tashirmash made parts for pumps that were run by diesel engines (not produced at the plant). It also made pontoons and replacement parts for excavators, dredgers, and other similar equipment. The pontoons were utilized as follows: diesel powered pumps were mounted on them and they were floated or dragged by shallow craft to a flooded area where flexible pipes six to eight inches in diameter were connected to it to pump out the water; the pumps were capable of pumping out bogs and swamps and wet silt. Tashirmash also handled individual orders of parts for pumps no longer produced in the Soviet Union or which were foreign made. He also knew that some washing tanks or trays with sieves were made at the plant. Silt was passed through the sieves,

origin of the raw materials used at Tashirmash.

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3. Tashirmash employed about 200 to 300 workers, ten to twenty per cent of whom were women;

Technically there were three shifts but actually most of the employees

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worked during the day because most of the work was done in the open. The administrative procedures followed at Tashirmash were standard for Soviet plants.

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4.
5.  the salaries of the fourth and fifth grade workers, such as lathe operators, grinders, planers, and mechanics. They received from 800 to 1,000 rubles a month. Sixth or seventh grade skilled fitters and toolers earned 1,000 to 1,200 rubles a month. Sometimes mechanical difficulties brought the work to a standstill and the workers' wages dropped to a straight minimum rate based on longevity and qualifications;   
 Because the workers could not afford to lose as much as 50 percent of their normal pay for any length of time, they temporarily transferred to other jobs. Administrative and supervisory personnel received straight monthly salaries.
6.  wages were estimated by a complicated system based on  share in fulfilling a certain order. Regardless of which job  daily wages came to about 40 or 50 rubles and  monthly wages averaged about 900 rubles. On rare occasions, about three or four times a year,  worked overtime and earned up to 1,200 rubles a month.
7. Wage payments were made twice a month but there were occasional delays and shortages in pay which were resolved "by compromise" (when the workers got less than their full amount). Other times the shortages were never made up by the management. Bonuses and premiums were known to be paid out (recipients unspecified), and in general, outstanding workers were cited either in print on plant administrative orders or by monetary rewards.
8. Standard periods of leave were granted the workers: twelve days each year for the first three years; fourteen days for longer employment. Workers at dangerous and harmful jobs such as those exposed to fumes, gasses, blast furnaces, molten steel, etc., were granted longer leaves.  leaves up to 40 working days were allowed for particularly harmful and dangerous work.
9. Although Tashirmash was guarded, control by the guards did not appear rigid. Passes were checked at the gate, but other areas of the plant, particularly in the back, were easily accessible through weak sections in the fences and wall surrounding the compound.
10.  the only fire protection was by fire extinguishers. Posters and notices cautioned against fire hazards, explained how to prevent it and what to do in case of fire. There were no air raid shelters at the plant and no known air raid precautions of any kind.

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#### Sketches

11. Sketch No. 1 is  sketch of the location of the Tashirmash plant and surrounding area
12. Sketch No. 2 is  sketch of the Tashirmash plant layout.

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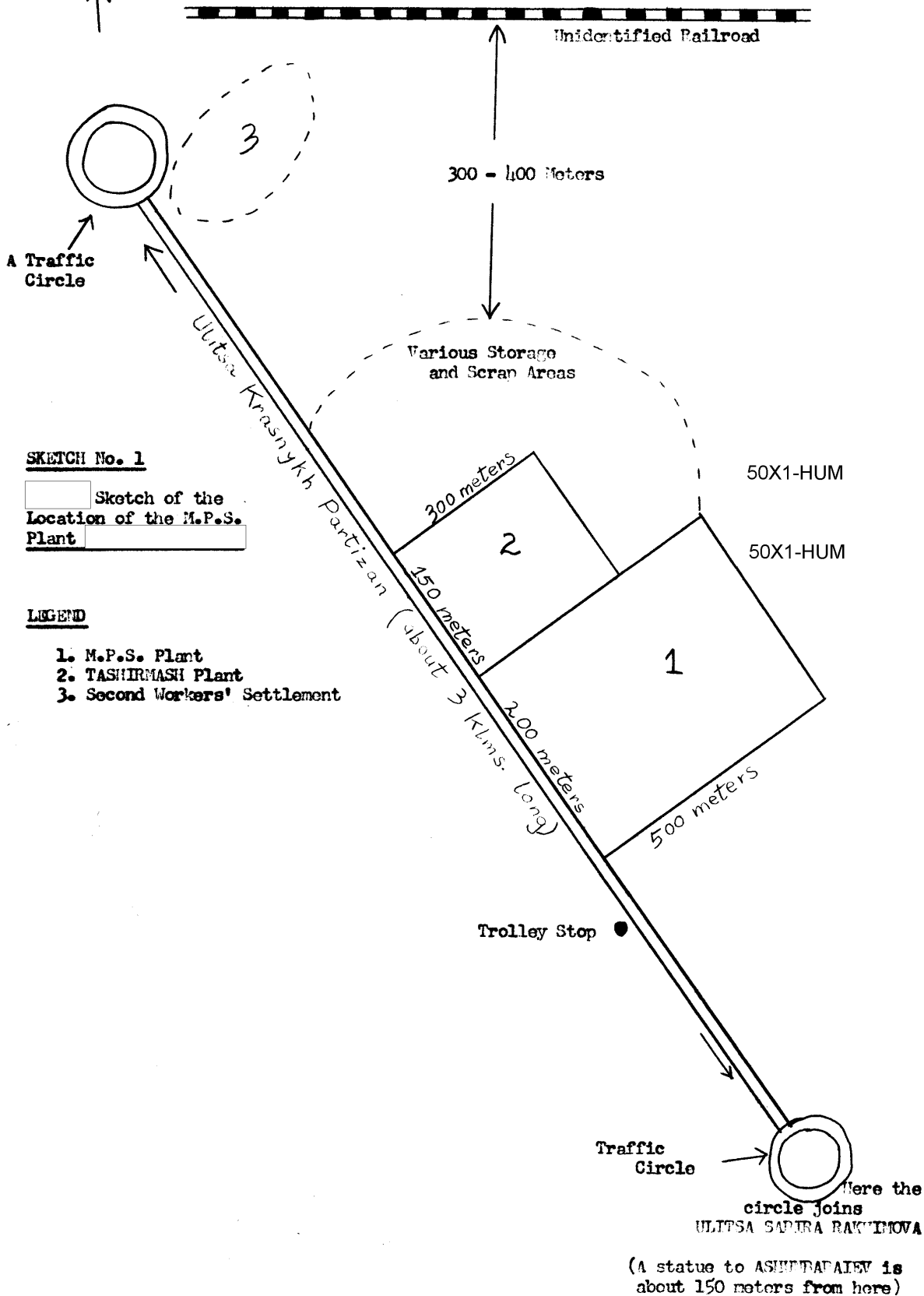
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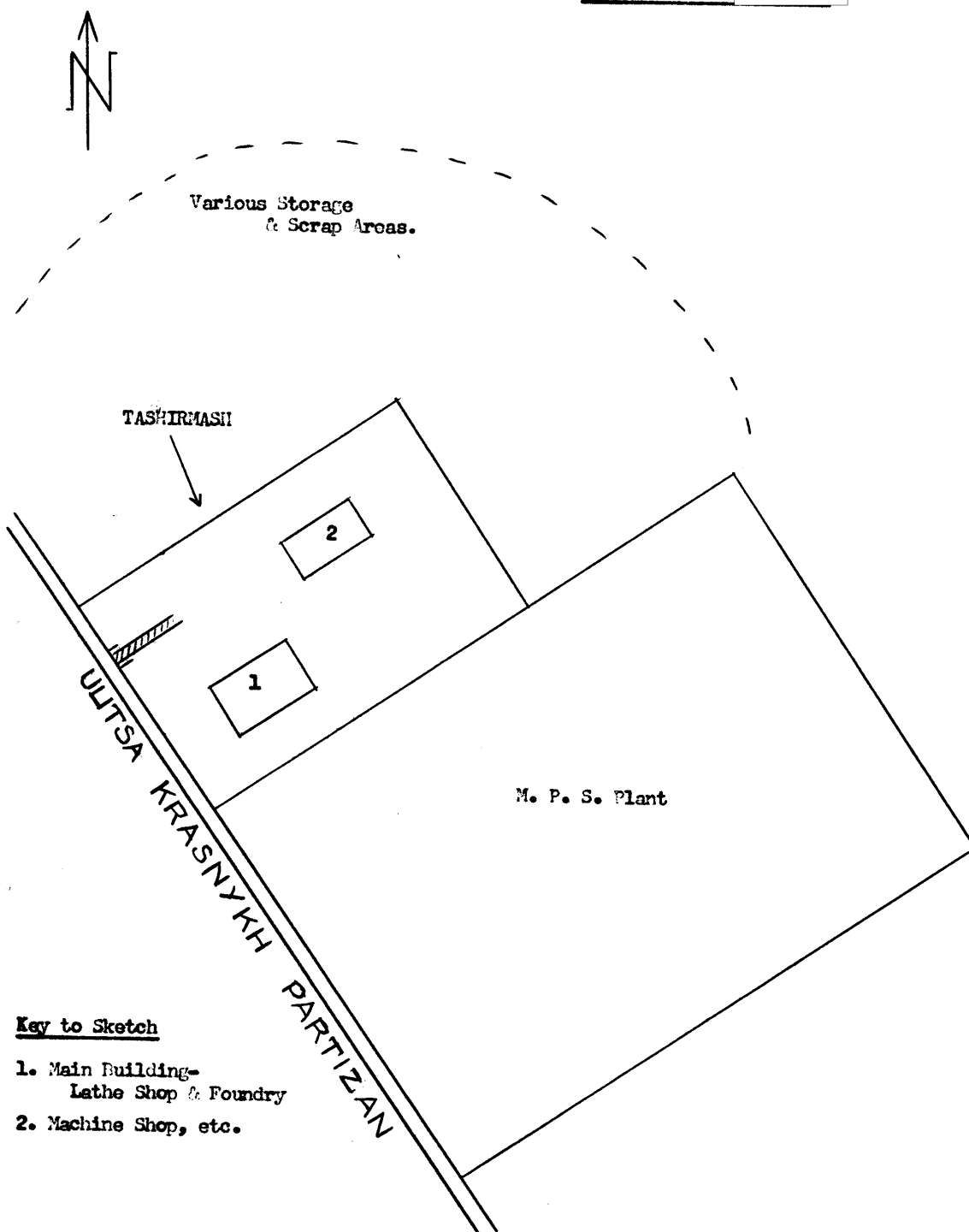
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Sketch No. 2

Sketch of Layout  
of Tashirmash

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Key to Sketch

1. Main Building-  
Lathe Shop & Foundry
2. Machine Shop, etc.

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1.  Comment: This plant has been referred to  50X1-HUM  
as the Excavator Repair Plant. Its official title, however, has  
not been established.
2.  Comment: In 1958 Ulitsa Krasnykh Partizan was renamed or 50X1-HUM  
became a part of the Bolshaya Almazarskaya Trassa. It was asphalted,  
about six meters wide and about three kilometers long; trolley No. 2 50X1-HUM  
ran along this street from the center of town.

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COUNTRY    USSR (Uzbek SSR)

REPORT

SUBJECT    The Mechanical Repair Plant of the Uzbek  
Hydro-Electric Power Stations Construction  
(Gidroenergostroy), in Tashkent

DATE DISTR.

NO. PAGES

REFERENCES    RD

DATE OF  
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DATE ACQ

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1.

2. The plant was generally referred to as Remzavod. Until 1953 it had only been a small garage for the repair of vehicles belonging to the Uzbek Hydro-Electric Power Stations Construction. All buildings in use [redacted] had been constructed between 1953 and 1955.

[redacted] From 1955 on production had greatly increased, primarily because machinery and tools of better quality were supplied, and the number of workers was increased.

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[redacted] whereas the Vehicle Repair Shop had only had one crane in 1955, sixteen cranes of varied capacities were available in 1959. The number of workers at the plant increased from about 300 in 1955 to 800 in 1959. Gaybilyayev (fnu), [redacted] became director of the plant in 1958. The workers considered him a man with good theoretical knowledge but little practical experience. Sortsev (fnu), a Russian [redacted] was Chief Engineer.

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3. Before 1953 the Uzbekskiy Gidroenergostroy received its orders from Moscow. [redacted] it was believed by the workers that this construction organization was subordinate to one of the ministries of the Uzbek SSR, and not to the Sovnarkhoz in Tashkent. The Remontnyy Mekhanicheskiy Zavod was an auxiliary unit of the Uzbekskiy Gidroenergostroy and its production was governed by the needs of the higher unit. It produced several types of steel poles for high tension power lines. In addition, the plant repaired vehicles. The quality of repair work performed by the plant was of necessity high, because it was accompanied by a six-month guarantee. Any work which had to be redone before the expiration of the guarantee was done free of charge, which resulted in a financial loss to the plant and to the workers who were required to work for negligible pay. 50X1-HUM
4. The quota was not specified in numbers of pieces, but in weight; [redacted] the plant produced 700 tons of steel poles per month. The vehicles repaired included about 20-27 cars and trucks, about ten tractors and one excavator per month. The plant always fulfilled its quota or came very close to doing so. In 1953, however, production fell five percent short of the goal; it was predicted that the 1959 quota would be met. 50X1-HUM
5. [redacted] spare parts came either from Moscow or Czechoslovakia; steel was brought in from the Urals. The plant was supplied with power from the hydro-electric station (GES) in Chirchik. [redacted] power was drawn from the main Tashkent-Chirchik power line, was fed into a transformer on the plant premises, and distributed to the various shops. 50X1-HUM
- Labor Force 50X1-HUM
6. [redacted] the plant employed about 800 persons [redacted] No women were employed in the shops, although there were some among the administrative personnel. A considerable number of young people was employed at the plant; they were sent there by the Komsomol to serve their two-year period before entering a university. Since the plant was constantly stepping up its production, it was in constant need of new employees. A sign always appeared on the blackboard near the main entrance giving the plant's requirements for help.
7. There were two female timekeepers (tabelshchitsy), one for each of the two work shifts. Each worker had a pass and a metal tag. When entering the plant the worker presented his pass and dropped his tag in the proper slit of a big box which had a separate compartment for each shop. The timekeepers were not very strict; tardiness of up to five or ten minutes was not recorded. 50X1-HUM
8. Dismissals were handled by the employment office at the request of the chief of the shop. [redacted] in the course of a year about two to three percent of the labor force was dismissed. Most frequent causes for dismissal were violation of labor discipline, drunkenness on the job and disorderly conduct.
- Pay
9. Most of the workers were paid on a piecework basis, earning between 800 and 1,000 rubles per month. The lowest paid employees were the cleaning women, whose monthly salary was 500 rubles. A foreman (brigadier) earned up to 2,000 rubles per month. The electricians, [redacted] were paid daily wages, the rates of pay depending on the worker's grade (razryad). Workers in the sixth grade received 30 rubles per day; those in the seventh grade received 45 rubles per day. The only deduction made from [redacted] salary was 45 rubles for income tax. Paydays were the 10th and 25th of each month; when the plant failed to meet its quota, pay was delayed. There was no compensation for overtime work. 50X1-HUM

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Leave

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10.

workers were entitled to 12 days of annual leave. Most persons were required to take their leave, although a few were permitted to work through their leave and receive double pay during that period.

Remzavod had no rest home (dom otdykha) of its own. The trade union could send workers to rest areas, but very few expressed a desire to go there.

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Safety and Security

11. All the moving parts on the machines had protective devices, and every six months detailed instructions on safety precautions were read to the workers by the shop foreman.

No accidents had occurred at Remzavod between 1955 and 1959.

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12. The plant had 12 guards, both men and women, all over 50 years of age, armed with old army rifles. Three posts were manned by guards during the day: the main entrance; the railway platform, and the entrance to the Vehicle Repair Shop. At night patrols walked along the inside of the wall fence. The plant area was illuminated by regular street lights.

Air Raid Shelter

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13. An underground air raid shelter was built in 1957 or 1958. It was about 15 by 20 meters, and its concrete walls were one meter and a half thick; a two-meter layer of dirt was placed over the shelter. Two entrances with ten to twelve steps below the ground level led to the shelter. Inside the shelter installing electric lines and fixtures and knew that the shelter was connected to the city water supply. Approximately once a month an air raid drill took place at the plant; during that time the workers were required to gather over the shelter.
14. Following are two annotated sketches, an overlay of the area of the plant, and the other a site-layout of the plant.

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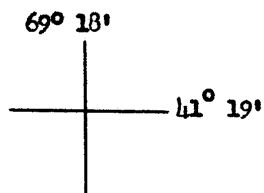
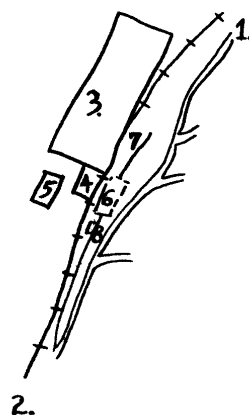
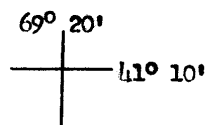
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Overlay

TASHKENT USSR.

Scale 1 : 25,000

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Legend to Overlay of U.S. Target Complex Chart of Tashkent, Series 25

1. Shosse Lunacharskogo - a highway connecting Tashkent with Chirchik.
2. The Tashkent-Chirchik rail line
3. The Tashkent Cable Plant (Kabelnyy Zavod)
4. The sawmill. [redacted] it occupied more space than shown on the chart; it consisted of two buildings and had a common wall with the Cable Plant. The sawmill was called D.O.Z. 50X1-HUM 50X1-HUM
5. The Mechanical Repair Plant, as shown on the chart. [redacted] this is not the correct location.
6. Correct location of Remzavod. [redacted] this possible explanation for the discrepancy: Before 1953 the plant had consisted of just one building, a garage, located west of the rail tracks. The new buildings were built on the other side of the tracks, opposite the southeast corner of the Cable Plant and across from the sawmill. The original building (point 5) was still being used as the vehicle repair shop, and was part of the plant. The road connecting the old and new sections of the plant went through the Cable Plant.
7. Ulitsa Sorok Let Komсомola, which was previously called ulitsa Chirchik Gornyy. The road connected Remzavod and Settlement (zhilgorodok) No. 11 (point 8, below) with Shosse Lunacharskogo. Asphalt paving of ulitsa Sorok Let Komсомola was begun in July 1959. The approximate length of this street was one kilometer and a half.
8. Zhilgorodok No. 11. [redacted] five apartment houses. Zhilgorodok No. 11 did not have its own administration; it was administered from Zhilgorodok No. 10.

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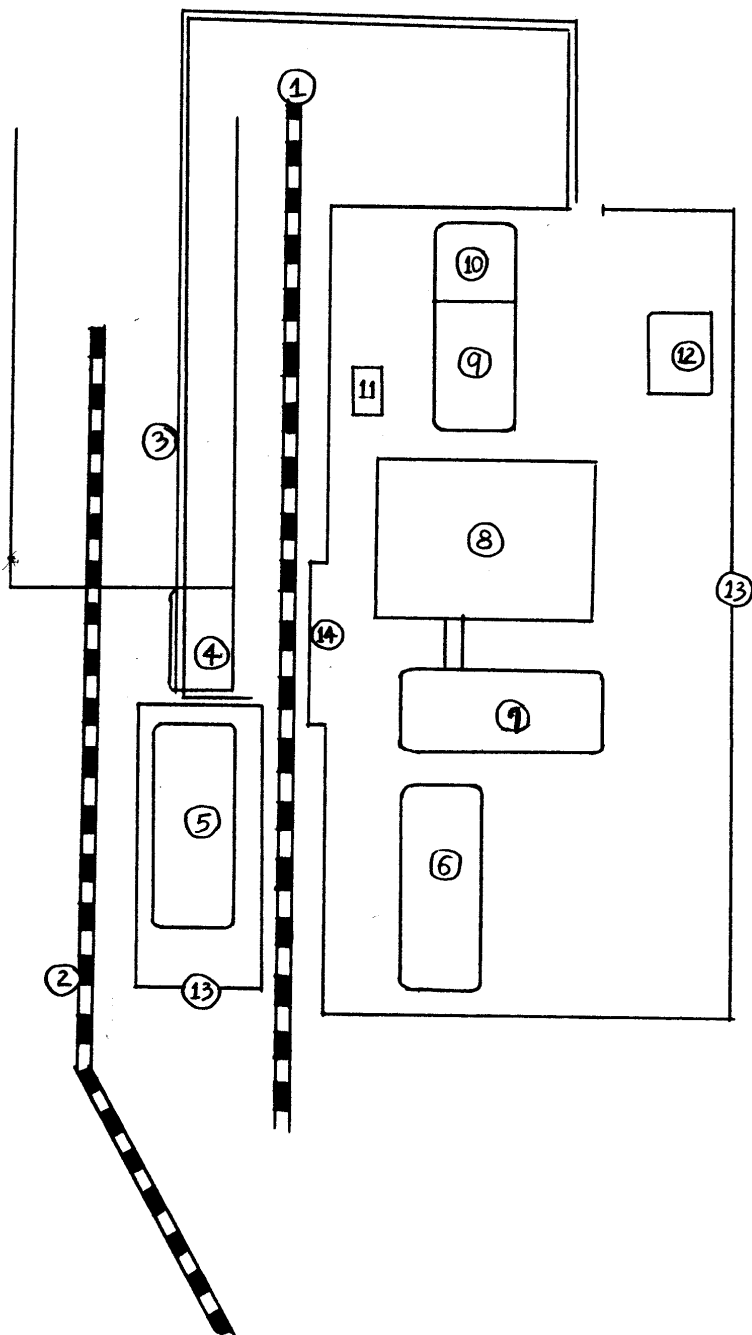
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Sketch of the Layout of the REMONTNO MEKHANICHESKIY ZAVOD in TASHKENT.

(Not drawn to Scale)

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Legend to Sketch of the Layout of the Remontno-Mekhanicheskiy Zavod

1. The Tashkent-Chirchik rail line
  2. The Cable Plant spur branching off from the main Tashkent-Chirchik line
  3. The Cable Plant
  4. The sawmill
  5. The Vehicle Repair Shop, including a fenced-in concrete parking area. 50X1-HUM  
The shop was in a glass-roofed building and consisted of two sections: the Mechanical Section and the Body Repair Section.   
to estimate the size of the shop, but stated that 15 trucks could be placed along its length. The shop, which was equipped to perform any kind of repair work, employed about 40 persons who worked one shift.
  6. Tractor and Excavator Repair Shop, located in a brick building with a glass roof. The shop employed about 30 persons, including the supervisory personnel, who worked one shift. It had two repair sections and one paint section, each employing eight workers.
  7. A brick, glass-roofed building which was the location of the shop where metal beams were cut into specified lengths for use in the construction of high power line towers. The beams were unloaded on a platform and were hauled into the building by electrical cranes.
  8. A large concrete platform where the towers were assembled. The platform had no cover whatsoever; all work, therefore, ceased during heavy rain or snow. The metal rods and beams to be assembled were hauled in by a crane from the shop where they were cut.
  9. The Machine Shop where 180 to 200 persons worked in two shifts manufacturing spare parts for vehicle repairs, as well as nuts and bolts used in the assembly of the towers. The shop had about 15 to 20 lathes and various kinds of machines.
  10. The foundry, which was in the same building as the Machine Shop. It had two electrical smelting ovens for pig iron, and one for steel. The larger spare parts for vehicles, tractors and excavators were manufactured in this shop. Sometimes the shop received special orders; once they received an order to manufacture an assortment of plates for kitchen stoves. The shop worked in two shifts: the first shift made the forms and the second made the parts. One half of the building had a second floor where the administrative offices were located.
  11. The Electrical Shop, a brick building 10 by 15 meters, with a gable roof. The shop was made up of two sections: the battery section, and a repair shop, where all the electrical equipment of the plant were repaired.
  12. Underground Air Raid Shelter.
  13. Brick fence one meter and a half high, surrounding the entire plant and the Vehicle Repair Shop.
  14. Loading Platform.
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